

"They promised to listen"

"So, tell them what you think"

"Why is this bus always stuck in traffic?"

The future is in your heads

"Well, even I might be able to afford one of those new homes"

But we can't read your minds



Cambridgeshire
County Council



CC.49.1
200

Review 2001



This CD-ROM is an alternative version of this booklet. You can use either to answer questions on the future of Cambridgeshire & Peterborough

Why not try out the job of chief planner before you start to think about our questions? Click to start our simple game which illustrates key issues faced by the local planning authorities. The game gives you real feedback about the impact that different development options will have on the area.

To run the CD

Insert it in your CD-ROM drive. You must have Microsoft Windows 95, Windows NT4 or later and 32Mb of RAM

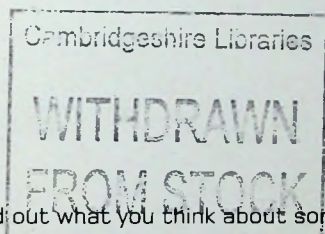
If this CD or questionnaire is not easy for you to use, and you would like an audio-cassette, large print or other language, please contact Lisa Newman on Cambridge 01223 717862.



C0000 00161 7397



There are important decisions to be made about the future of **Cambridgeshire** and **Peterborough** over the next **fifteen years**, decisions that will have an impact well into the future. Where should we plan for new jobs and homes? How will we get about? What can be done to improve our quality of life and protect the environment? Giving us your views now could make a real difference.



We need to find out what you think about some of the key issues and we want you to tell us how you would like to see the area develop in the future. The policies are still being created and your responses will help us make sure that we reflect what local people really want.

Contents

Questionnaire – turn to centre pages

1	Can we do better?
2	What is the Structure Plan?
4	What's happened in the past?
6	Why are we reviewing the plan now?
7	What are the top priorities?
8	Ensuring prosperity
10	Improving our environment
12	Supporting communities
14	Better travel choices
16	What is your top priority?
17	Peterborough & North Cambridgeshire Strategy
18	Cambridge Sub-regional Strategy
20	What can local people do now?

Can we do better?

Surveys have shown that there is a high level of satisfaction with many aspects of life in Cambridgeshire and Peterborough. However, there are existing problems and concerns for the future:

- **traffic and congestion**
- **pollution and accidents**
- **development pressures**
- **concentration of economic growth in favoured areas**
- **limited public transport**
- **poor design of new buildings**
- **high house prices**
- **erosion of the countryside**
- **long term worries about the effect of climate change.**

Further development is inevitable. Whilst we enjoy the advantages of growth, can we harness its benefits more effectively?

Can we plan to use development to improve our lives – to create attractive new centres for living and working – to fund new transport and high quality bus services – to provide housing anyone can afford – to support new schools and shops – to enhance rather than detract from the environment – to support improved recreation and leisure opportunities – and to champion a more sustainable, better quality of life?

The Structure Plan review is all about deciding what we want to achieve and how we are going to do it.

Every part of the country must prepare a Structure Plan to guide development for 15 years. All local planning decisions are taken in the context of the Structure Plan, prepared locally by Cambridgeshire County Council and Peterborough City Council. It indicates very large developments and where development will be acceptable. It helps those who provide water, power and roads to plan services.

What is the Structure Plan?

National planning guidance

The Government has set guidelines for:

- Increasing the amount of previously developed land used for house building
- Increasing the density of development
- Reducing the need to travel and increasing the choice of ways to travel
- Ways to keep houses close to jobs and other services

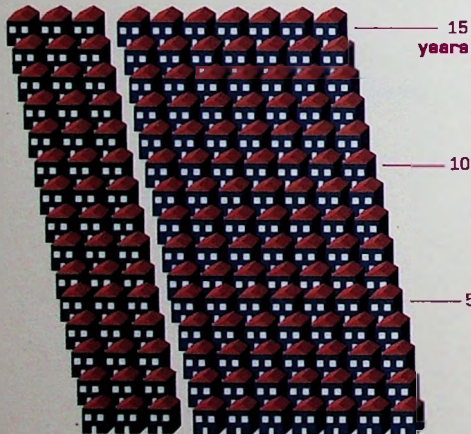
Regional Planning Guidance

The guidelines for East Anglia are:

- Encouragement of economic growth
- 4,000 new homes per year – 1,200 each year in the north and Peterborough and 2,800 each year in the Cambridge Sub-region
- 50% of new homes to be on previously developed land
- Peterborough to continue as a major regional employment and service centre.

1,200 new homes to be built in Peterborough and North Cambridgeshire per year
18,000 in 15 years

2,800 new homes to be built in the Cambridge Sub-region per year
42,000 in 15 years



Development will have to take place in the following way...

In Peterborough and North Cambridgeshire

Peterborough first, then other towns where jobs and housing are close together or have good public transport. Only a very small scale development would be acceptable in villages.

The focus for Peterborough would be development at Hampton, more emphasis on non-car modes of transport and the development of previously developed land.

Policies for the regeneration and economic promotion of Wisbech and inner urban areas of Peterborough would be encouraged.

Turn to page 17 for more details

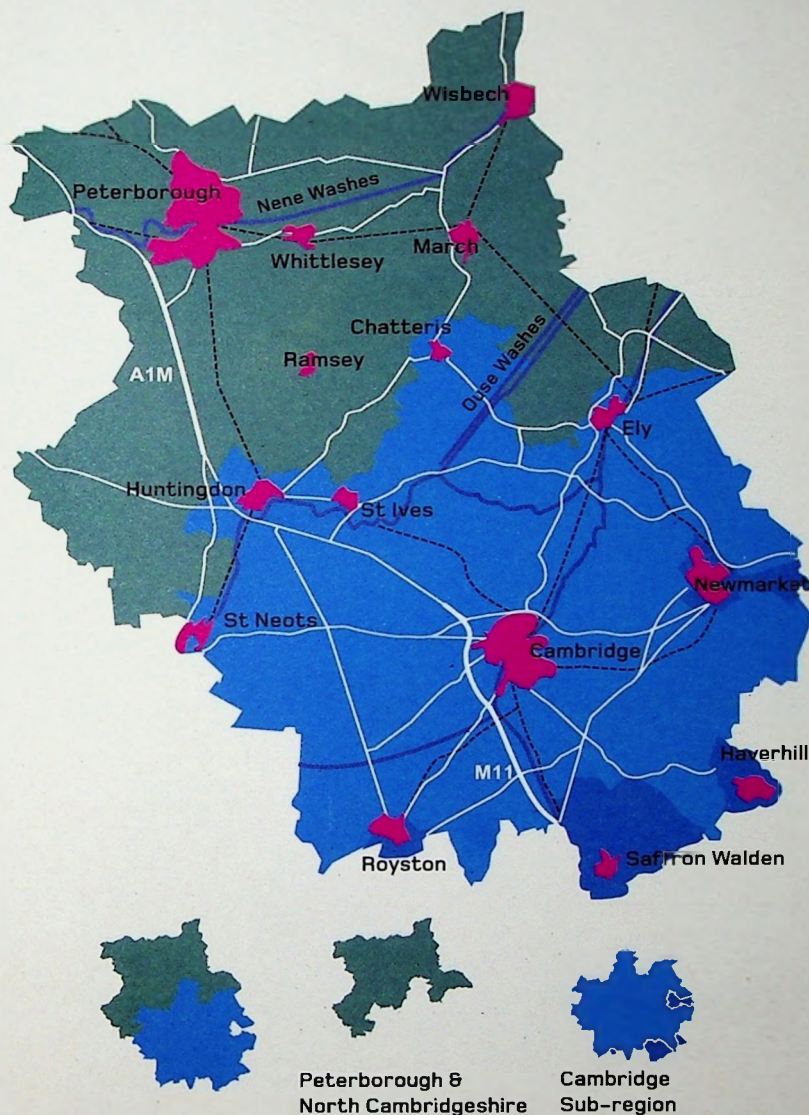
In the Cambridge Sub-region

Cambridge should be developed further as a world leader in higher education, research and knowledge-based industries.

A balance should be achieved between the growth of jobs and houses, with protection for the city's environment, its setting and surrounding areas. To accomplish this housing is to be identified in the following sequence:

1. Within Cambridge (where possible)
2. On the edge of Cambridge (subject to Green Belt review)
3. In a new settlement close to Cambridge. And then, subject to there being good public transport to Cambridge:
4. Within market towns, larger villages or existing new settlements
5. On the edge of market towns, larger villages or existing new settlements.

Turn to page 18 for more details



Relationship with District Council Local Plans

District Local Plans must be in line with the Structure Plan. Local Plans are prepared by District Councils, are site specific and include maps defining land and uses. Peterborough City Council also prepares a Local Plan.

Constraints

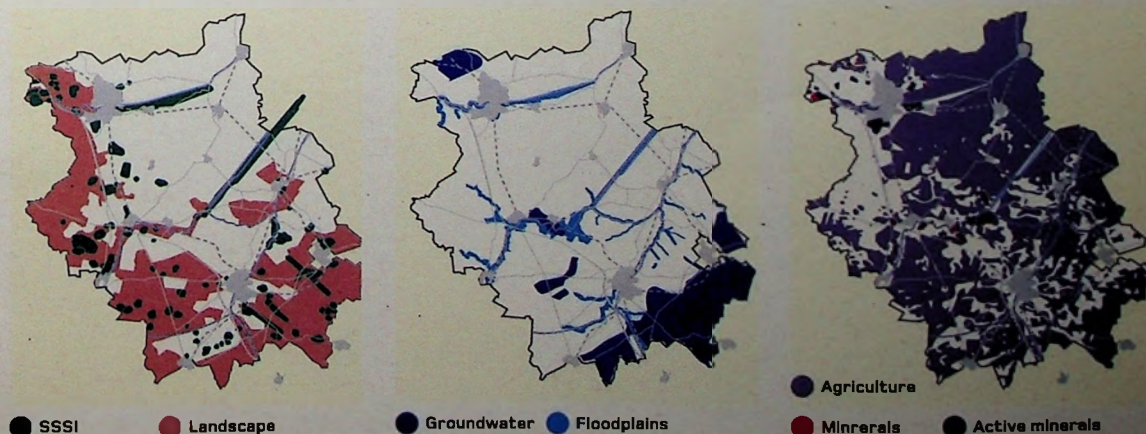
There are many parts of Cambridgeshire and Peterborough where development should not be considered because it would irreparably damage or even destroy important characteristics. This includes:

- Sites of Special Scientific Interest (SSSI) or other nature conservation sites
- High grade agricultural land
- Floodplains
- Groundwater protection zones
- High quality landscape.

Plan, monitor and manage

In the past, a housing total has been given for the whole plan period. The new plan will set out how much housing is likely to be needed each year. Regular monitoring of location, type and quantity of housing will determine whether too much or too little housing is allocated in the plan. The annual requirement may be revised accordingly.

Development constraints in Cambridgeshire and Peterborough



In the last few years our area has seen significant growth in population, housing, jobs and traffic. The impact of this is still being felt in some parts of Cambridgeshire and Peterborough and must be taken into account in planning for future growth.

What's happened in the past?

Traffic

In the last ten years, traffic has grown in Cambridgeshire by twice the national average.

Our roads are busier than average, too. For every mile of rural trunk road in our area the amount of miles travelled is twice the national average. For HGVs this figure is 2.5 times the GB average.

Population

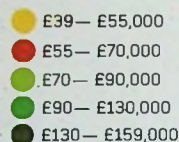
Population growth in the recent past has been the highest anywhere in the UK. All areas have experienced an increase in population since 1991. In Peterborough the population is rising

again after a fall in population in the late 1990's.

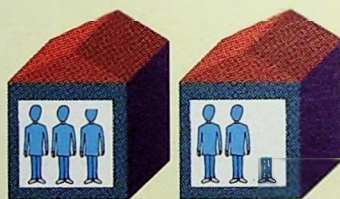
The growth in population has arisen from natural increases (more births than deaths) and net in-migration i.e. more people moving into the area than leaving.

Net in-migration into Cambridgeshire and Peterborough has been around 2,000 people per year since the early 1990's

In 1971, the average household size in our area was 2.9 people, today it is 2.4. This means that the number of homes needed is rising at a faster rate than the population is increasing.

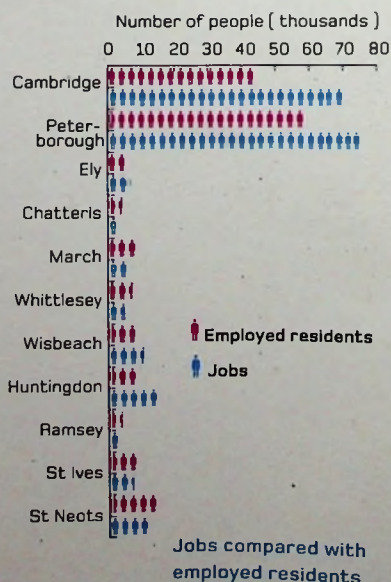
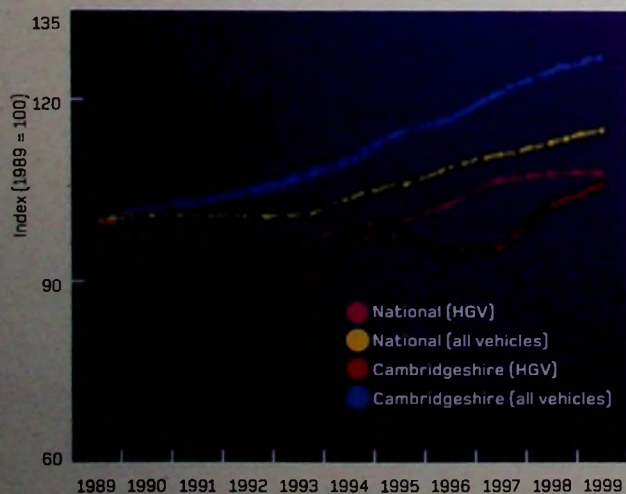


Average house prices in East Anglia



Average household size 1971 and 2001

The number of homes needed is rising at a faster rate than the population is increasing because household size is falling.



Jobs in the Cambridge Sub-region

Job growth recently has been at the rate of nearly 4,300 each year and is forecast to continue at the slightly lower rate of 3,300.

The growth of jobs in and on the edge of Cambridge city has exceeded the growth in homes, leading to an increase in commuting.

Job growth has been concentrated in Cambridge and in South Cambridgeshire, mainly on the fringes of Cambridge city. There has also been significant growth in and around Huntingdon.

Growth of firms in high-tech industries has masked a decline in the number of larger firms. Biotechnology, as well as telecommunications, have become particularly important locally.

Cambridge University and Addenbrooke's Hospital contribute to the number of small firms starting up in the Cambridge area to take advantage of recent developments in research.

In contrast, agriculture is forecast to lose further jobs as is electronics manufacturing.

Jobs in Peterborough and North Cambridgeshire

There has been significant growth in employment over the last few years – over 1,000 jobs per year – in Peterborough itself and in the market towns, March and Wisbech.

Many of the rural areas have seen a decline in jobs. The number of jobs is forecast to grow by more than 1,600 per year. Job growth is expected to be dominated by services. Manufacturing industries are forecast to see a loss of jobs, although engineering and food processing will still be relatively strong in the economy of the area.

The number of people in the labour force could outstrip the forecast growth in jobs, particularly if a significant proportion of the new jobs are part time. Commuting from south Lincolnshire is likely to take up some of the job growth.

Alconbury

If it goes ahead, the proposed development of a distribution centre at Alconbury Airfield would create several thousand jobs in the Huntingdon area.

Housing

In mid-1999, there was land with planning permission for over 18,000 homes within Cambridgeshire and Peterborough. A further 16,000 homes could be built on land allocated in local plans and 13,000 are assumed to be built on smaller sites and within urban areas.

To meet the total housing requirements in the Government's Regional Planning Guidance, a strategy for 26,000 homes is needed on new land by 2016.

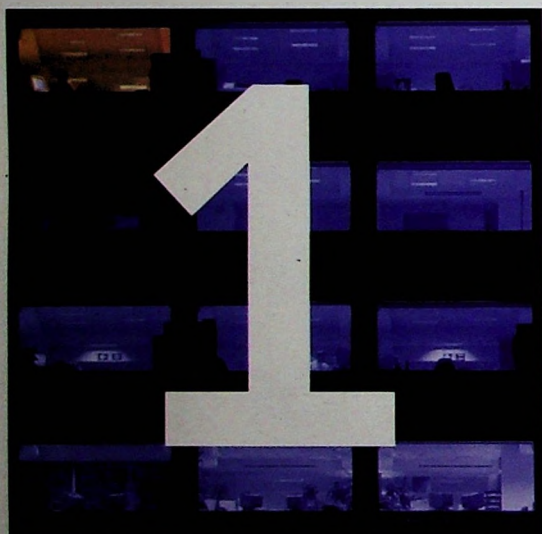
Across the area, 3,400 homes have been built per year since 1991 – 43% in Huntingdonshire and South Cambridgeshire.

In each of the last three years, 2,000 houses have been completed in the Cambridge Sub-region per year, compared to the new Government guidance of 2,800.

Where new jobs require a skilled and qualified work force there is a danger that the existing work force may not be qualified to fill the jobs available. If local people are outbid in the housing market by those moving here, the resulting displacement will lead to more, and longer distance commuting.



Why are we reviewing the plan now?



A Structure Plan must last 15 years and be reviewed every five years. The Government has given us the outline for the future of Cambridgeshire and Peterborough in the Regional Planning Guidance and it is up to us to fill in the gaps – like colouring a painting – and there are still many choices to be made before we get the final picture.

The local planning authorities have successfully



changed the Government's early views about the rate of development, getting the figures adjusted downwards. However, the final guidance now sets a rate of 4,000 new houses to be provided every year in Cambridgeshire and Peterborough. The Structure Plan must translate this broad regional guidance into a clear strategy for growth and change in Cambridgeshire and Peterborough over the next 15 years and beyond.



What are our top priorities?

We all want the best for the future. The problem is that we may want different things. The plan will need to choose between competing priorities. Many of the questions you will be asked in the questionnaire are so that we can find out about your preferences. Most of the issues dealt with in the plan fall into four broad categories –

- 1 Ensuring prosperity**
- 2 Improving our environment**
- 3 Supporting our communities**
- 4 Transport choices**

We need to consider all aspects if we are to maintain and improve our quality of life in a balanced way.

1

Ensuring prosperity

The questions which follow will be found in the questionnaire. To help you answer them read the relevant background information provided on these pages.

Question 1 Where should we plan for future job growth?

Question 2 How should we encourage high tech businesses to grow?

Questions 3 What should we do to encourage rural jobs?

The economy is in good shape – with low unemployment and a steady demand for housing. Growth is centred on Cambridge's high technology and in service and distribution industries elsewhere but job losses are expected to continue in agriculture and manufacturing. These may impact most in the fens, Peterborough and other traditional industrial areas.



"How should we plan for the future vitality of town centres?"

"What's a cluster?"

"Some sort of chocolate bar isn't it?"

Job growth

By 2016, there could be 45-55,000 new jobs in the Cambridge area – including 20,000 professional and computing services jobs.

The forecast for Peterborough and North Cambridgeshire is just under 30,000 new jobs.

Unemployment is lower in both Cambridgeshire (1.7%) and Peterborough (3.1%) than the national average of 3.6% (Sept 2000).

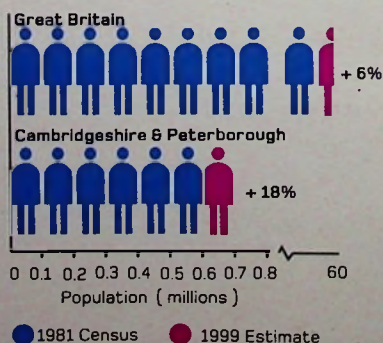
Although the rate is generally lower than the national average, there are also pockets of high unemployment in Cambridge, Fenland and Peterborough.

Population growth

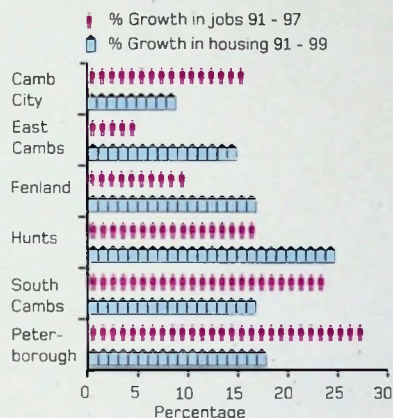
Population growth makes us one of the fastest growing areas in Great Britain.

Housing and job growth have not been matched, particularly in Cambridge and South Cambridgeshire where job growth is much greater than housing growth, encouraging commuting. The development strategy must run hand-in-hand with plans for new transport infrastructure. However, there is a current deficit. Some £½ billion is needed to catch up with the investment needed to bring the transport network up to scratch.

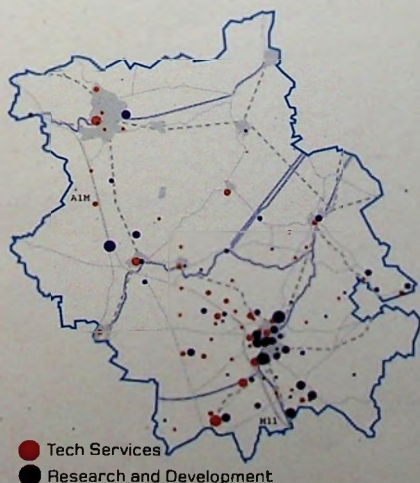
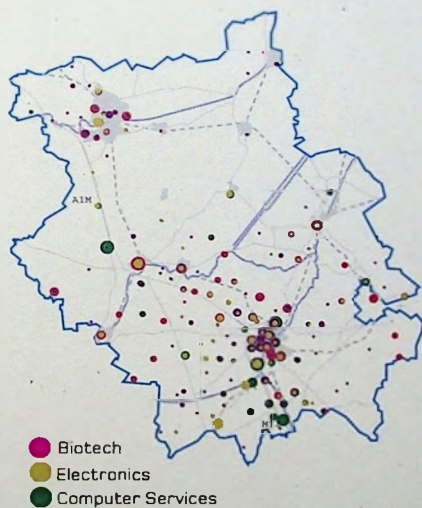
Population growth



Jobs and housing growth Cambridgeshire



Business clusters Cambridgeshire and Peterborough



Getting to work

57% of journeys to work are by cars occupied by just one person, although cycling at 11% is much higher than the national average of 3.5%.

Commuting by car has contributed to a 41% increase in traffic on rural roads between 1987 and 1997, compared to a national average of 30%. A large proportion of commuters come from the rural areas around the market towns not the towns themselves.

In Peterborough, many commuters come from towns in adjoining counties such as Stamford, Market Deeping, Spalding and Bourne.

What are clusters?

Concentrations of inter-connected companies, suppliers, services and associated industries and institutions. Firms within clusters may compete but also co-operate for their overall benefit.

Cambridge is at the centre of one of the most dynamic cluster groupings in the UK specialising in activities like:

- biotechnology
- software development
- electronic engineering
- medicine
- information technology
- telecommunications.

Why are clusters important?

Continued economic prosperity may depend on business clusters – particularly science and knowledge-based research, which is important for industry and commerce.

The Government is committed to encouraging their expansion, including the high technology clusters near Cambridge which will develop further as a world leader in these industries.

What businesses cluster together?

There are 1,400 high technology businesses in Cambridgeshire and Peterborough employing over 40,000 people. Others include finance, business services and engineering in Peterborough, food processing in Fenland and warehousing and distribution in Huntingdonshire.

New 'green business' clusters could be developed in Peterborough, building on the presence of bodies such as English Nature and the Environment Agency.

What could the Structure Plan do for business clusters?

- More affordable housing for key workers
- Reduce congestion and improve transportation
- Outline 'master-plan' for future expansion
- Facilitate supply of suitable business premises
- Encourage relevant training and skills.

What future for the rural economy?

A countryside without farming is unthinkable, but farm employment has been declining for a long time – and recently farm incomes too.

We need to retain jobs, services and facilities in the countryside and also encourage new enterprise.

Current policies restrict employment development so that it is appropriate to the size of the village. Larger employment sites tend to attract workers from further afield, adding traffic problems on minor roads.

Rural industry

New rural industries need to be on a scale that will not damage our villages but will provide local jobs.

Examples range from the traditional, such as Thompson Joinery at Ramsey Mereside, to the modern – Cream Ink Ltd who provide Internet services at Waterbeach.

Farm diversification

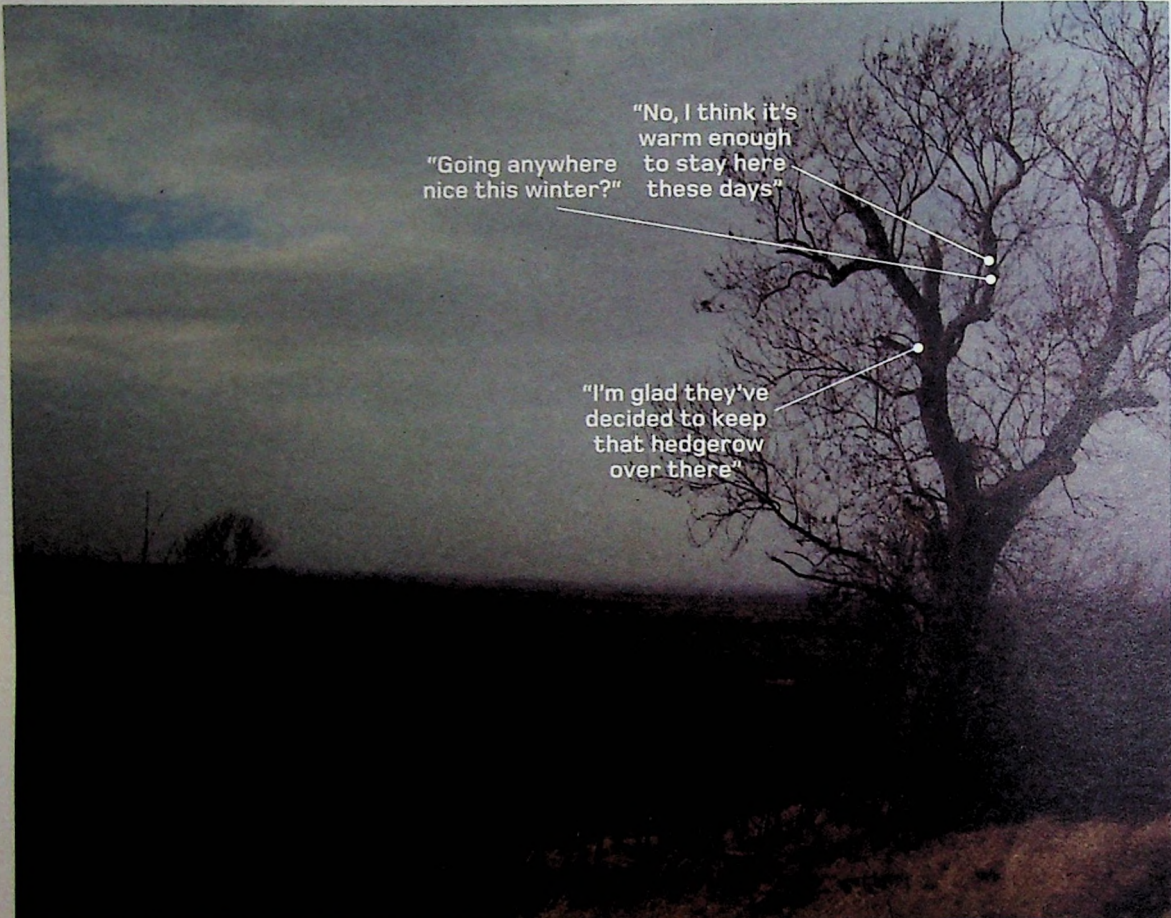
Farm shops, like those at Highgate Farm, Willingham and Burwash Farm, Barton, sell organic produce. Conversions of farm buildings, like those at Downing Farm, Swaffham Bulbeck, provide continuity to village and countryside alike.

Recent innovations like Farmers' Markets – now in Ely, Peterborough, and Cambridge – show the continued inter-dependence of town and surrounding countryside.

Services and transport

Shops, post offices, pubs, schools and health facilities are all needed in the countryside. Where local services no longer exist, good access to town facilities is important.

Rural bus and rail services play an important part in joining towns and the countryside together.



"Going anywhere
nice this winter?"

"No, I think it's
warm enough
to stay here
these days"

"I'm glad they've
decided to keep
that hedgerow
over there"

2

Improving our environment

The questions which follow will be found in the questionnaire. To help you answer them read the relevant background information provided on these pages.

Question 1 What should we do to reduce global warming and climate change?

Question 2 How should we protect our wealth of wildlife?

Question 3 What should we do to look after landscapes?

Question 4 How should we make sure developments look good?

Many people are drawn to the Cambridgeshire and Peterborough area because it has a unique quality of life – a successful university city, a modern new town, healthy market towns and attractive countryside. The new Structure Plan should make sure that we develop the area in a way which harnesses the benefits that development can bring, using planning to improve our lives and to champion a more sustainable, better quality of life.

Put the future in your hands and fill in the following questionnaire. Please fold and send it back in the envelope provided no later than **6 April 2001**. No stamp is needed.

Review 2001

FOLD
1

FOLD
1

How to fill in your **Review 2001** questionnaire

Please fill in **one circle** for each question which best represents the strength of your opinion given the choice of the two options.

Beside each question you will find the page numbers which refer you to the appropriate section of information in this booklet.

EXAMPLE QUESTION

Should good public transport play a part in deciding the location of new development?

New development should only be permitted in areas which have good public transport links.

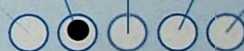
STRONGLY AGREE

DON'T KNOW

STRONGLY AGREE

• AGREE

AGREE



Good public transport links should not be a major consideration in the decision on new development locations.

FOLD
2

FOLD
2

Which city, town, or village do you live in?

If you want a copy of the results please fill in your address

Name

Address

How easy did you find it to complete this consultation?

YES NO

The questions were easy to understand

☐ ☐

The background information was helpful

☐ ☐

The format was appropriate for the subject matter

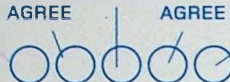
☐ ☐

1

Ensuring prosperity

More jobs and better
choice of work opportunities
See pages 8-9

STRONGLY AGREE DON'T KNOW STRONGLY AGREE
AGREE AGREE



Please fill in **one** circle only for each question



- | | | | | |
|-------|--|--|---|--|
| 1 | Where should we plan for future job growth? | Promote job opportunities where recent economic growth has been slower. | <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> | Support job growth where economic expansion has been faster. |
| <hr/> | | | | |
| 2 | How should we encourage high-tech businesses to grow? | Give priority to high tech business clusters in and around Cambridge. | <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> | Give priority to high tech partnerships with other centres, like Peterborough, Ipswich, Norwich and Bedford. |
| <hr/> | | | | |
| 3a | What should we do to encourage rural jobs?
<i>Please answer 3a and 3b</i> | Promote some new jobs in a wide variety of villages to provide work locally. | <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> | Concentrate new job development in a few larger villages where good public transport is available. |
| 3b | | Promote new technology in the design of new developments for those who want to work from home. | <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> | Make no special provision for new technology for those who want to work from home. |

2

Improving our environment

Maintaining our quality of life
See pages 10-11

- | | | | | |
|-------|--|---|---|--|
| 1a | What should we do to reduce global warming and climate change?
<i>Please answer 1a, 1b & 1c</i> | Renewable energy generation (e.g. wind farms) is required to reduce the effects of climate change. | <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> | Protecting the landscape is more important than renewable energy generation. |
| 1b | | Strongly encourage people to use the car less to reduce pollution and congestion. | <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> | Allow for continued use of the private car as people choose. |
| 1c | | Councils should ensure all new, large developments have regard for energy efficiency in design. | <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> | Developers incorporate energy efficient design according to customer demand. |
| <hr/> | | | | |
| 2 | How should we protect our wealth of wildlife? | Small scale wildlife habitats should be promoted in new developments for local people to use and enjoy. | <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> | A few, large scale, habitats should be promoted to help meet national need for wildlife diversity. |
| <hr/> | | | | |
| 3 | What should we do to look after landscapes? | Strongly protect a limited number of high quality landscapes. | <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> | Respect local landscape character in all areas. |
| <hr/> | | | | |
| 4 | How should we make sure development looks good? | Ensure high standards of design for new developments. | <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> | Decisions on design should be left largely to the market and individual developers. |

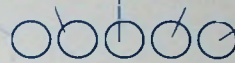
3


Supporting communities






See pages 12-13

STRONGLY AGREE DON'T KNOW STRONGLY AGREE

AGREE AGREE






Please fill in **one** circle only for each question 

- | | | | | |
|-------|--|--|---|---|
| 1 | Should we plan a higher density of housing in some locations? | Provide most homes at higher densities in city and town centres to put people closer to existing facilities. |  | Provide most homes on the edge of towns and cities, even though this could lead to a loss of countryside. |
| <hr/> | | | | |
| 2 | How do we make sure enough smaller homes are provided? | Councils should ensure a higher percentage of smaller, 1 and 2 bedroom, homes to be included in all new developments. |  | The mix of house sizes is left for the individual developer to decide. |
| <hr/> | | | | |
| 3a | What should we do to encourage lower cost and special housing?
<small>Please answer 3a, 3b & 3c</small> | The percentage of affordable housing provided in new developments should be increased. |  | The current availability of affordable housing is adequate. |
| 3b | | Do more to meet the housing needs of the growing elderly population and for those people with disabilities? |  | Maintain the current level of provision. |
| <hr/> | | | | |
| 4 | How should we plan for the future vitality of town centres? | Provide more new shops, offices, leisure activities and housing in existing town centres, though this may mean more redevelopment. |  | Preserve older buildings and streets in town centres and make only limited provision for new development there. |

4

Better travel choices

Priorities for investment
See pages 14-15

- | | | | | |
|-------|---|---|---|--|
| 1 | Should good public transport play a part in deciding the location of new development? | New development should only be permitted in areas which have good public transport links. |  | Good public transport links should not be a major consideration in the decision on new development locations. |
| <hr/> | | | | |
| 2 | Should we manage the amount of car parking planned for? | Space for car parking can be significantly reduced where there is good access by public transport, cycling and walking. |  | Car parking provision should be retained to support the local economy and other means of travel improved. |
| <hr/> | | | | |
| 3 | What should our transport improvement priorities be? | The priority for transport improvement is better roads, to ease road congestion, and village by-passes. |  | The priority for transport improvement is better public transport e.g. new rail stations, faster bus and rail services, park and ride sites. |

5 What is your top priority?

See page 16

- 1 After considering the key issues facing the county, which is your top priority?

Please fill in one circle only

☐ Ensuring prosperity

☐ Improving our environment

☐ Supporting communities

☐ Better travel choices

6 Peterborough & North Cambridgeshire Strategy

See page 17

- 1 How should we plan for growth in Peterborough and North Cambridgeshire?

Locate majority of housing close to existing, larger centres, with main focus on Peterborough.

☐ ☐ ☐ ☐ ☐

Give greater emphasis to supporting economic development in Wisbech and March, promoting more homes and jobs there.

- 2 How do we reinforce the role of Fenland market towns, eg March and Wisbech?

Strengthen the towns as a focus for rural jobs, services and cultural activity.

☐ ☐ ☐ ☐ ☐

No special policies for jobs, services and cultural activities in Fenland market towns.

7 Cambridge Sub-regional Strategy

See Page 18

- 1 Do you think there should be more housing development and higher building densities in Cambridge?

Build at higher densities on new land in Cambridge.

☐ ☐ ☐ ☐ ☐

Keep to current densities and preserve open land.

- 2 Some growth will have to happen on the edge of the city and/or in villages in the Cambridge green belt.

Building in the Cambridge Green Belt should be limited in order to preserve the setting of the city.

☐ ☐ ☐ ☐ ☐

Building in the green belt should be substantial to provide homes close to jobs and meet local needs.

- 3 The Government's Regional Planning Guidance specifies that a new settlement must be planned for. Which one location do you prefer?

☐ Childerley Gate (south of Dry Drayton)

☐ Great Abington (south east of Cambridge)

☐ Oakington

☐ Waterbeach

Please fill in one circle only

- 4 Which market towns and transport routes do you think should receive most new homes?

Please fill in one circle only

☐ Huntingdon & A14

☐ St Ives & A14

☐ Chatteris & A141

☐ Ely & A10

☐ St Neots & A428

☐ Newmarket & A14

☐ Haverhill & A1307

☐ Saffron Walden & A603

☐ Royston & A10

- 5 In combining the options, which of the following 3 themes do you prefer? (a new settlement will be included in each theme)

Please fill in one circle only

☐ Cambridge focus most development in or close to Cambridge and the green belt.

☐ Mixed strategy some development in Cambridge and the green belt.

☐ Corridor and towns most development in market towns or villages on selected transport routes.

New technology

The need for travel to work could be reduced in the future by more home-working, tele-working, video conferencing and local 'workstations' in rural communities.

Global warming

Carbon dioxide, released from burning coal, petrol and other fossil fuels, is known as a 'greenhouse gas' because its effect in the atmosphere means it is warming our climate.

The world's weather patterns are changing. In the UK, there will be more storms and erratic weather patterns leading to potential flooding in winter and drought in summer.

Renewable sources of energy

Renewable energy comes from the sun, wind, plant materials or water, reducing carbon dioxide emissions.

Energy could be produced from burning the by-products of existing crops such as straw, or other crops grown especially for the purpose. Methane from household waste at landfill sites (eg Milton, near Cambridge) and small scale solar and hydroelectric schemes (eg Houghton Mill near Huntingdon) can also generate power.

Combined heat and power

Combined heat and power systems can be developed where jobs and houses are located close together ('waste' heat from other processes is recycled to provide hot water and heating). Existing examples include Addenbrooke's Hospital, Cambridge and Royal Sun Alliance in Peterborough.

'Green travel plans'

Many firms have already considered how to reduce their company's impact on traffic congestion and pollution and implemented ideas such as: improved cycle facilities, company provided bus services, car sharing schemes and alternative fuel technologies.

Wildlife habitats

We have few designated wildlife habitats compared to other areas in England. Coastal freshwater wetland could be destroyed by rising sea levels and climate change. The fens is seen as a key area for replacement wetland. Natural habitat can also provide open space for local people.

Large scale habitats

Bigger sites are more viable in the long term, and provide sites for species re-introduction programmes.

● Large areas of habitat attract 'green tourists', encouraging jobs and helping to retain local facilities such as shops and pubs.

● Plans near Over and Needingworth to restore 700 hectares of gravel pits to wetland will make the country's biggest wet fen habitat, helping to conserve endangered species.

Smaller scale habitats

Small areas of habitat can act as 'stepping stones' for wildlife. Whilst small sites close to towns and villages may not support such a rich diversity of wildlife as larger areas, they can be more convenient for local visiting and serve a partly recreational purpose.

Biodiversity

Biodiversity is the 'wealth of wildlife' that surrounds us. It is not just about special or rare species and habitats but provides the raw ingredients for our quality of life – our food and

Biodiversity is the 'wealth of wildlife' that surrounds us

clothing, health and relaxation.

The UK Biodiversity Action Plan sets national targets for the creation and management of priority habitats (eg wetlands, chalk grassland, woodlands).

Areas of Best Landscape

Current areas are based on a 1970's survey and major changes have happened since then. Many features upon which assessments were based have been lost, such as ponds, hedges and dry stone walls.

Highly distinctive but open landscapes, such as the fens, achieve low scores in such assessments.

Countryside character areas

Planning policy guidance gives priority to enriching the quality of the whole countryside. Eight landscape character areas have been identified in our area, ranging from flat open fens with ditches in the north to the rolling chalk grassland with hedgerows and small woodlands in the south. Development



Councils are campaigning to reduce waste

and agricultural practices are the main factors affecting countryside landscapes. Surveys of landscape change are also made at regular intervals. These show loss of variety and local character.

High standard of design

Whilst there is no overall blueprint for good design there are a number of indicators:

- Places that have their own identity
- The car does not dominate
- People can walk in safety
- Attractive outdoor areas
- Efficient public transport access
- The use of building materials sensitive to the surrounding area
- Minimise opportunities for crime.

Efficiency

Well designed new developments will:

- Save energy to help minimise global warming
- Reduce noise, particularly from traffic
- Avoid the wasteful use of water
- Protect the flood capacity of watercourses and protect ponds and wetlands
- Include habitats and wildlife areas
- More provision of bus lanes/priority schemes in larger developments.

Designing out crime

'Secured by design' is an initiative to adopt crime prevention measures in development design. This can be achieved by having a more secure housing layout with one entry and exit point, shorter culs-de-sacs and rear gardens backing onto secure private land.

3

Supporting communities

How will we make sure our communities' needs are met?

In an increasingly complex society, we need to ensure that we all have opportunities for good education, housing, facilities and services. Cambridgeshire and Peterborough's distinctive mix of urban and rural, wealth and relative deprivation, agriculture and high-tech industry is a challenge to planners. Our biggest issue for the future is to strike an appropriate balance between economic prosperity and the environment, between urban and rural needs and between innovation and continuity.

The questions here will be found in the questionnaire. To help you answer them read the relevant background information provided on these pages.

Question 1 Should we plan a higher density of housing in some locations?

Question 2 How do we make sure enough smaller homes are provided?

Question 3 What should we do to encourage lower cost and special housing?

Question 4 How should we plan for the future vitality of town centres?



Higher density

Higher urban housing densities can provide much needed accommodation whilst minimising the amount of land needed. This is a more effective use of land than low density suburbs.

Careful design can provide a good quality environment and adequate living space. High densities can be achieved in low or medium rise developments without resorting to tower blocks but large gardens would not be possible.

High density housing should provide residents with easy access to local jobs, shopping and public transport services.

Mixed use development

Employment, leisure and residential uses developed in tandem can contribute to traffic reduction as jobs are provided nearer to new housing.

Parking standards

Development plans have to set maximum levels of parking for different types of development and include suggested parking levels.

Reduction in parking can lead to:

- more effective use of land
- more homes
- less land used as parking space.

Population growth 1981 – 2016

The population of Cambridgeshire and Peterborough is forecast to grow.

1981	592,500
1991	668,700
1996	689,200
2016	812,300

Why are there more smaller households?

By 2016 there will be more than 120,000 single person households in the area and three out of five new households will be just one person.

The main reasons for this are that people are living longer, there are more divorces and people are marrying later. There will also be a substantial number of two person households including young adults, couples with no children and couples whose children have left home. The number of new houses with one or two bedrooms as a percentage of all new house building is falling.

1992	50%
1993	48%
1994	43%
1995	36%
1996	39%
1997	28%
1998	30%
1999	28%

This is because many households prefer, and are able to pay for, larger houses. Unfortunately this does not meet the needs of all single people or couples.



What is affordable housing?

Subsidised housing for those households who cannot afford to rent or buy housing on the open market without some assistance. It may include households who are currently homeless, living in unsuitable or overcrowded accommodation, or people who will require their own home in the near future.

Some of the households with a need for affordable housing will have special needs – they may be elderly or have a family member with a disability.

Most affordable housing is provided by the Housing Associations and local authorities, although sometimes private developers will include some affordable housing in their schemes.

As an exception to normal planning policy, in rural areas the local authority may permit development for affordable housing on a site which could not otherwise be developed for housing.

Why do we need affordable housing?

In 1999, the average sale prices of all types of homes in each district were:

Cambridge	£123,579
East Cambridgeshire	£98,596
Fenland	£59,785
Huntingdonshire	£88,297
Peterborough	£65,844
South Cambridgeshire	£125,105

Public service workers such as nurses and bus drivers are on lower incomes. If they needed a mortgage where they paid back around £250–£300 per month, they could only borrow about £36–£43,000.

Affordable housing and the local economy

Lack of affordable housing could affect the local economy as well as individual households. Employers may find they cannot recruit key workers to run their businesses. Because workers

in important services like hospitals, shops and public transport cannot afford to buy homes near to where they work they often have to travel further between their homes and jobs.

How much do we need?

Local authorities in Cambridgeshire estimate that the need for affordable housing in future will lie between 25% and 40% of all new housing.

Vitality and viability of centres

Retail and leisure facilities should try to support town and city centres and not act in competition, drawing visitors away from traditional centres. By locating facilities in urban centres, people can reach them by walking, cycling and public transport.

New shopping proposals

Government guidance now requires all proposals for new shopping development to pass a 'sequential test' which shows that options for sites in town centres have been exhausted, before development is considered elsewhere.

Out-of-town shopping developments

Although these stores are convenient for some shoppers, they have a number of disadvantages. They:

- may undermine vitality of existing shopping centres
- may reduce the attraction of towns as places to live.
- encourage reliance on the private car
- are difficult to reach by foot, cycle or public transport.

Mixed use development

Mixed-use development where employment, leisure and residential uses are developed in tandem can contribute to traffic reduction as jobs are provided nearer to new housing.

Centres with environmental quality

It is important that the environmental quality of cities and towns is maintained, which will encourage investment and maintain the centres' attractiveness.

Examples of such towns include Cambridge, Ely, Huntingdon, Wisbech, St Neots and Peterborough.



In the past, the provision of transport which is vital to economic prosperity has lagged behind development. The councils now accept that future transport provision and related services must be in place before new development adds to existing problems.

There will be an emphasis on giving much better choices for sustainable forms of travel such as high quality public transport and better facilities for walking and cycling. In the most congested areas, even these improvements would not be practical without more road space.

4 Better travel choices

Priorities for investment

The questions here will be found in the questionnaire. To help you answer them read the relevant background information provided on these pages.

Question 1 Should public transport play a part in deciding the location of new development?

Question 2 Should we manage the amount of car parking planned for?

Question 3 What should our transport improvement priorities be?



What is good public transport?

A bus every 15 minutes to the nearest market town, Cambridge or Peterborough and more frequent services within the urban areas.

What improvements are reasonable?

For new developments of several thousand houses, we would expect developers to ensure a good bus service. Small developments (say up to 500 new dwellings), might fund a more limited service.

Who runs the buses now?

Over 20 different bus companies run more than 180 routes in Cambridgeshire and Peterborough. In order to secure vital services, councils will financially assist non-profitable services within funding limits.

Only a few bus service routes are wholly supported by councils and some rural areas benefit from services which have been paid for by a direct government grant.

- Where bus routes fail to make a profit, the bus company can decide to reduce or remove the service.
- In Cambridgeshire, 75% of bus services are commercial, 25% are run under contract to the County Council.
- In Peterborough, 93% of bus services are commercial, 7% are run under contract to the City Council.

Reduction in traffic

The Government requires local targets for traffic reduction. For example Cambridgeshire's Local Transport Plan sets a target of 1.3% year-on-year reduction for Cambridge and the surrounding area.

Traffic reduction targets for the market towns will be agreed following consultation with their residents.

Movement and traffic in new developments

We need to design places where adults and children can walk or cycle in safety but people can still get quickly to schools, businesses and social activities. In many cases what is required for more people friendly streets is forethought and flexibility at the planning stage of the development.

Car free housing and residential streets.

Car free housing is deliberately designed for residents who wish to minimise their use of the car and to live in traffic free streets.

- Provision for parking is strictly limited.
- Parking for the disabled is provided on site at a car free housing site.
- This approach could help increase housing density, without needing more land to provide on-site residential parking.

Better integration of land-use and transport

New developments should trigger transport improvements where they are most needed. Links to the local public transport, cycling and pedestrian networks need to be in place to support the choices for those no longer using their car so often.

Local Transport Plans

Cambridgeshire's Local Transport Plan sets out proposals for £98 million of transport investment between 2001 and 2006 which is needed to achieve our objectives and targets.

CHUMMS

The Cambridge-Huntingdon Multi Modal Study (CHUMMS) was commissioned by the Government Office for the East of England. The aim of the study is to recommend multi-modal transport solutions that address the transport problems in the Cambridge-Huntingdon corridor. Four strategies were subject to public consultation:

Strategy 1

Public transport provision without new highways

Strategy 2

Public transport provision with A14 on-line improvement

Strategy 3

Public transport provision with A14 northern bypass

Strategy 4

Public transport provision with A14 southern bypass

Infrastructure deficit

It has been estimated that the county's transport infrastructure deficit is £1/2 billion pounds – that is what it would cost to catch up with the investment necessary to bring the transport network up to scratch.

Car parking standards

Requiring fewer parking places at new developments and improving alternative ways of travelling are expected to minimise the need for car travel. Maximum car parking standards for new employment and retail developments are being set in planning guidance to encourage change to other forms of travel. No maximum standard is yet set for housing. In most of our towns and cities parking provision is greater than the new standards which are likely to be established.

5

What is your top priority?

1 2 3 4 ?

The questions which follow will be found in the questionnaire. To help you answer them read the relevant background information provided on these pages.

Question 1 After considering the key issues facing the county, which is your top priority?

Although we must plan for continued growth in our area, this must not be at the expense of the quality of life – of those living here now or of future generations. We must plan for sustainable development. As we review the Structure Plan and consider alternative strategies for future development we will be assessing the effect they will have on four important aspects of life.

It is not always possible to give equal weight to all four of the aspects listed. To help us assess alternative policies or strategies we need to know which you think is most important.

1 Ensuring prosperity

This means supporting the economy by retaining existing jobs and promoting job growth in areas of lower employment.

2 Improving our environment

This means respecting the environmental assets we already have, and where possible improving them. These include landscape quality, maintaining and enhancing biodiversity and improving the quality of the air we breathe.

3 Supporting our communities

This means trying to ensure that everyone has a decent home with good access to services and facilities. These include shops, jobs, health services, leisure and recreation.

4 Transport choices

This means making best use of resources we have to enable us to travel when and where we need, making most efficient use of energy. This could be achieved by improving public transport or enabling more journeys on foot or by bike.

You can find the results of an appraisal of the choices included in the questionnaire in the report "Cambridgeshire and Peterborough Structure Plan Review: Sustainability Appraisal Stages 1 & 2" which can be viewed on our website www.cambridgeshire.gov.uk

The appraisal is also available as a printed document. Phone 0800 243916 to obtain a copy.

Sustainable communities...

Protect natural resources

- Use energy, water and other natural resources efficiently and with care
- Minimise waste, then re-use or recover it through recycling, composting or energy recovery, and finally sustainably dispose of what is left
- Limit pollution to levels which do not damage natural systems
- Value and protect the diversity of nature

Are locally focused

- Meet local needs locally wherever possible
- Ensure access to good food, water, housing and fuel at reasonable cost
- Create a vibrant local economy that gives access to satisfying and rewarding work without damaging the local, national or global environment

Respect the people who live there

- Value unpaid work
- Protect human health and amenity through safe, clean, pleasant environments
- Emphasise health service prevention action as well as care
- Provide access to facilities, services, goods and people in ways which make less use of the car and minimise impacts on the environment
- Maximise everyone's access to the skills and knowledge needed to play a full part in society
- Empower all sections of the community to participate in decision-making and consider the social and community impacts of decisions
- Make opportunities for culture, leisure and recreation readily available to all
- Value and protect diversity and local distinctiveness and strengthen local community and cultural identity

Are designed with people in mind

- Create or enhance places, spaces and buildings that work well, wear well and look well
- Make settlements 'human' in scale and form



6

Peterborough & North Cambridgeshire Strategy

The Regional Planning Guidance shows that the rate of housing growth in this area should be 1,200 houses each year. This is somewhat below the 1,400 houses that have been built on average over the past few years. We think that there may be a need to find land for some 4,000 new houses and we need to consider where this should be.

The questions which follow can be found in the questionnaire. To help you answer them read the relevant background information provided on these pages.

Question 1 How should we plan for growth in Peterborough and North Cambridgeshire?

Question 2 How do we reinforce the role of Fenland market towns eg March and Wisbech?

The Guidance says new land for housing should be identified in a sequence starting with the main cities, then other towns depending on the opportunities to cut travel by car, and finally only in exceptional cases in villages. It also recognises that there are certain problem areas and suggests priority should be given to regeneration in Wisbech, the inner area of Peterborough and the more remote rural areas. It supports policies to ensure that rural communities remain viable.

The challenges and opportunities across Peterborough and North Cambridgeshire vary and are different from those in the Cambridge Sub-region.

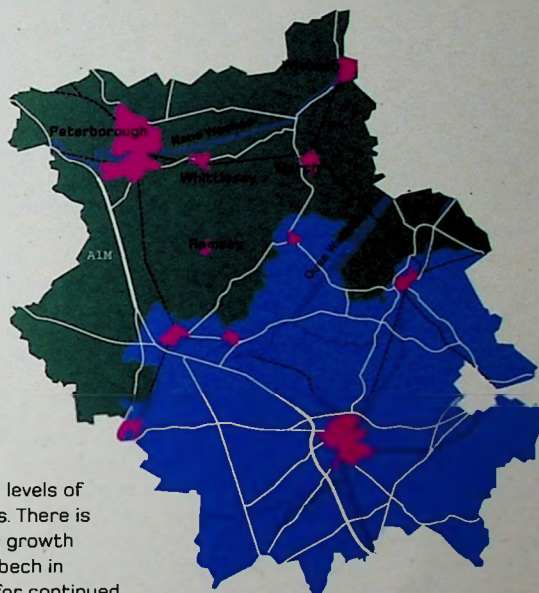
Peterborough has experienced significant growth since it became a new town. The economy is relatively buoyant in comparison with some surrounding areas. It is an important transport interchange for road and rail in both north-south and east-west directions. It provides facilities and services for a larger area extending into adjoining counties. Here the key challenges are likely to be securing economic development and regeneration, maintaining the attractiveness of the city as a place in which to live and work and making the best use of previously used land.

The market towns and rural areas

have experienced varying levels of growth over recent years. There is considerable support for growth especially in Fenland. Wisbech in particular has potential for continued employment growth. However, these areas also face some economic and

There are a number of key challenges and opportunities in the area – which are different from those in the Cambridge Sub-region

social difficulties. Farming is facing considerable change. There are often poor transport linkages and services and are often seen as being remote. Some areas in river valleys are subject to flooding which may increase as a result of climate changes. Many parts of the fens are low lying and their continued use is dependent on substantial flood defence arrangements. In this area, the key challenges are likely to be maintaining viable rural communities, promoting the local economy and protecting and enhancing the environment.



Hampton – Peterborough's new township

7

Cambridge Sub-regional Strategy

This area has been given special attention in the structure plan review because of the exceptional growth pressures of the high-tech economy. The annual rate of housing growth in the Sub-region has been set at 2,800 in the Regional Planning Guidance. This is somewhat greater than the 2,000 homes built each year recently. Overall 22,000 new homes are needed in addition to those already in the pipeline.

The questions which follow can be found in the questionnaire. To help you answer them read the relevant background information provided on these pages.

Question 1 Do you think there should be more housing development and higher building densities in Cambridge?

Question 2 Some growth will have to happen on the edge of the city and/or in villages in the Cambridge Green Belt.

Question 3 The Government's Regional Planning Guidance specifies that a new settlement must be planned for. Which one location do you prefer?

Question 4 Which market towns and transport routes do you think should receive most new homes?

Question 5 In combining the options, which of the following three themes do you prefer? (a new settlement will be included in each theme)

Development must follow a sustainable pattern, allowing efficient use of transport and respecting the character of towns, villages and countryside. Cambridge is protected by a Green Belt intended to conserve the setting of the city and to prevent surrounding villages from being absorbed into expanding suburbs.

The local authorities commissioned a special study of the sub-region to examine the preferred sequence identified in regional Planning Guidance. Building within the urban

framework of the city, a review of the Green Belt to accommodate possible city expansion, the creation of a new settlement and development in the market towns or larger villages with good transport links to Cambridge. The main questions that the Cambridge Sub-region study has considered are: what balance should be struck between these different elements and what particular places are most suitable for development?

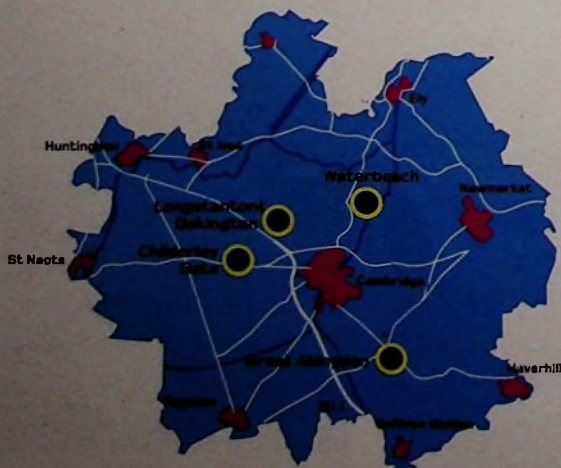
The options you will find in this part of the consultation are based on the

findings of the Cambridge Sub-region study. If you wish to see more detail the full study report can be viewed at www.cambridgeshire.gov.uk or by calling Freephone 0800 243916

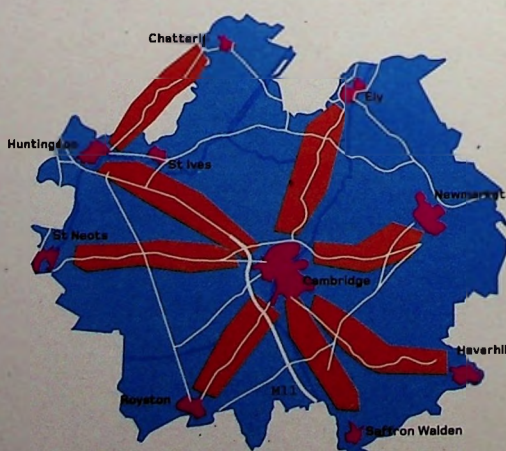
It will be important that the development strategy runs hand-in-hand with the plans for new transport infrastructure.

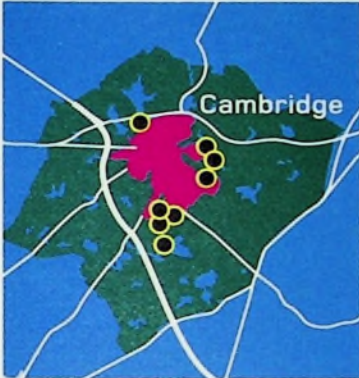
Options for the A14 corridor were published at the end of 2000. When considering where new growth should go we must consider whether it fits in with any of their transport options.

Alternative new settlement sites

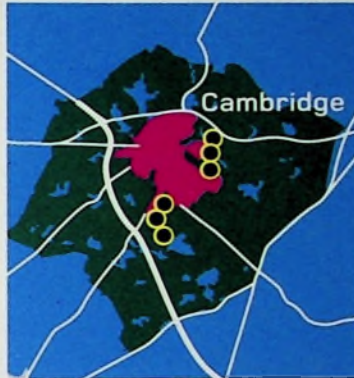


Corridor towns

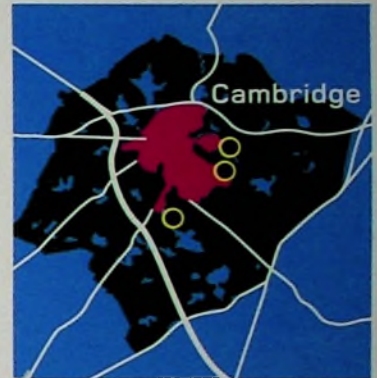




Green Belt Option 1
11,000 new homes



Green Belt Option 2
8,000 new homes



Green Belt Option 3
4,000 new homes

The Green Belt

The Cambridge Green Belt has a depth of five to eight kilometres (three to five miles) extending outwards from the edge of the built-up area of the city.

It has been designated to prevent the unrestricted expansion of the city. The other purposes of the Green Belt are:

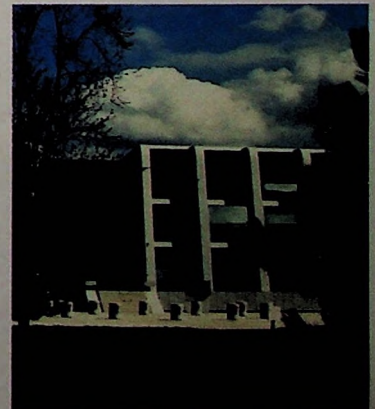
- to prevent neighbouring settlements from merging into one another
- to help in protecting the countryside from encroachment
- to preserve the special character and setting of the city

There is a balance to be struck between maintaining the Cambridge Green Belt, as it exists at present,

and the need to provide homes close to jobs and to minimise the need to travel. A review of the Green Belt has been carried out to assess how well it is fulfilling its main purposes and where certain areas could be released for development without significant harm to these purposes. These areas are identified in the options for consultation.

Three themes for development 22,000 new homes

	1 Cambridge Focus	2 Mixed Strategy	3 Corridor/Towns Focus
Cambridge	3,500	2,500	1,500
Green Belt	11,000	8,000	4,000
New Settlement	6,000	6,000	6,000
Market Towns etc	1,500	5,500	10,500
Total	22,000	22,000	22,000



Cambridge Science Park

What can local people do now?

Please make sure that you fill in the questionnaire and return it by **6 April 2001**

This is the very first stage of drafting the new Structure Plan. No policies are written and it has been your opportunity to influence the way the plan is put together. But it's going to take three years before it can be finalised. We all know that planning is a lengthy process! But it's to give you further opportunities to have your say and for the plan to be challenged, tested and thoroughly examined.

Cambridgeshire County Council provides a wide range of important services for the community. Each year about £500 million is spent county-wide on providing these essential services which include:

- Educating 77,250 pupils in 255 schools
- Caring for thousands of vulnerable people every day with social services
- Providing 40 libraries and 7 mobile libraries with a huge selection of books, videos and compact discs
- Managing and maintaining the county's 5,000 miles of roads and footways
- Disposing of 222,000 tonnes of household waste each year.

What can local people do now?

Fill in the questionnaire:

- on the pull out form with this booklet
- use the form on the CD-ROM and either print and post or email
- visit Cambridgeshire County Council's website to complete the questionnaire.

Timetable of events and roadshows

Cambridge City

Week beginning 5 February

South Cambridgeshire

Week beginning 12 February and 5 March

East Cambridgeshire

Week beginning 19 February

Fenland

week beginning 26 February

Peterborough

Week beginning 12 March

Huntingdonshire

Week beginning 19 March

What happens next?

We will analyse the responses and publish a summary of the results on Cambridgeshire County Council's website. Those who indicate on the questionnaire will be sent a copy.

Future stages of Review 2001

Draft Structure Plan

Autumn 2001

Examination in public

Autumn 2002

Final Plan adopted

Mid 2003

Who should I contact for more information?

Cambridgeshire County Council's Freephone Charterline on **0800 243916** or visit our website **www.cambridgeshire.gov.uk**

Despite being one of the fastest growing counties, Cambridgeshire is one of the most poorly funded. For the fourth year in succession, Cambridgeshire County Council has received less Government cash per head of population than any other county in England. If we received equal funding with the average County Council we would have a further £45 million for vital services.

Each consultation pack has cost 85p to reproduce, including the CD-ROM. Printed on 100% recycled paper.



Put the future in your hands

Please fill in the questionnaire inside



Cambridgeshire
County Council



Who should I contact for more information?
Cambridgeshire County Council's Freephone
or visit our website

www.cambridgeshire.gov.uk

Phone 0800 243916

email charterline@camcnty.gov.uk